

SECRET
CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

COUNTRY USSR/Austria (Soviet Zone)

DATE DISTR. 5 Jul 1951

SUBJECT IL-28 Aircraft

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PLACE ACQUIRED

NO. OF ENCLS. 1
(LISTED BELOW) (A)

DATE ACQUIRED

SUPPLEMENT TO REPORT NO.

DATE OF INFORMATION

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THIS IS UNEVALUATED INFORMATION

1. information on the IL-28:

- Engines..... The two VK-1 jet engines weigh approximately seven or eight hundred kilograms.
- Bomb Load..... The normal bomb load is one 100kg bomb which is carried internally. The maximum bomb load for this aircraft is three 1,000kg bombs, two being carried externally under either the fuselage or the wings. The bomb is designated as FAB-1,000 Fugasnaya Avia Bomba. The bomb shackle for the 100kg bomb is designated as DER-20 (Derzhatel).
- Ejection Seats The ejection seats are powered by some explosive means.
- Control Sur-
faces..... not aware of any power actuated control surfaces.
- Cabin Pressure Equipment was provided to maintain cabin pressure at 720mm hg.
- Take-Off
Rockets..... No provisions were made for assisted take-off for this aircraft.

2. Soviet pilots definitely liked the IL-28. They especially were pleased with the layout of the cockpit and the accuracy of the instruments. no adverse comments regarding the flight characteristics of this aircraft. Pilots did mention however, that the engines required ten to twenty seconds to go from idling to take-off RPM when it was necessary to "go around".
3. The airport was a grass field measuring about 1,200 by 700 meters and it was not considered adequate for the IL-28. Pilots who flew the aircraft believed that a minimum runway length of 1,500 meters was required, and that 2,500 to 3,000 meter runways were desirable.

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ENCLOSURE (A): sketch of the 1,000kg bomb.

CLASSIFICATION SECRET

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STATE	X	NAVY	X																
ARMY	X	AIR	EV	X	ACC	X	FBI	X											

ENCLOSURE (A)

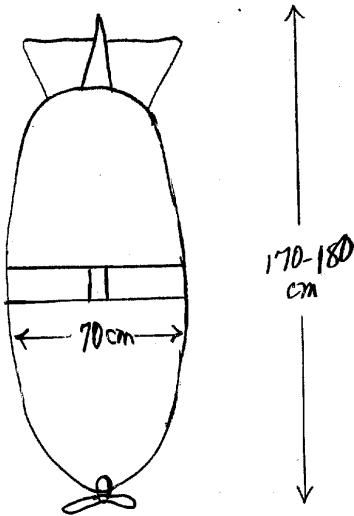
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 SKETCH OF THE 1,000kg BOMB

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